

MDT Making a Difference in Montana's Economy

Message From the Director



MDT Director Jim Lynch

MDT ended 2010 with a sixth straight year in record contractor payments. These payments represent communities across Montana seeing much needed highway projects started and, in many cases, completed. In addition to supporting highway construction jobs, these payments also add to and sustain higher paying jobs throughout the state. These dollars go on to purchase fuel, hotel rooms, contractor supplies, asphalt, sand, gravel, concrete, timber, steel, construction equipment, vehicles, private engineering services, and meals in local restaurants. All

of these goods and services are examples of economic activity and good-paying jobs supported by our state's highway construction program. The success of MDT's highway construction program and associated economic benefit, at a time when Montana needed it the most, has been essential for Montana's construction industry and the support businesses ability to keep their employees on the payroll and doors open.

During a recent meeting I attended with the Montana Contractors' Association, members described MDT's construction program as the "Shining Star" for their industry in 2010 stating, "If it were not for MDT, a lot of our contractors would have been devastated." If these contractors had been devastated, the impact would have also passed on to construction purchases of materials and supplies coming from small Montana businesses within the state of Montana.

To protect this vitally important program, we've been working hard at the Department of Transportation to deliver more with what we've got and do everything we can, to contribute to the state's economy. We're developing projects quicker, cutting costs, streamlining processes, building projects

(continued on next page)



Surface Transportation Program Reauthorization

Montana's share of the federal highway program distributed through formula is 0.9758 percent. It is essential that Montana retain or increase its share under the next federal transportation authorization bill.

Discretionary or designer programs dilute the federal highway trust fund and take money away from rural states like Montana. These programs generally favor populated, congested areas and divert funding away from the core highway system. In recent reauthorization discussions at the national level, there has been increased pressure to enact new designer programs which sound good on the surface, but ultimately direct funds away from rural states. The highway trust fund, which are road user fees, should not be used to fund, or continue to fund, these kinds of programs.

As an example of the impacts these programs could have on rural states, the recent Transportation Investment Generating Economic Recovery (TIGER I and TIGER II) grants were distributed based on a number of these designer program criteria. Under TIGER I and TIGER II, Montana received a total of \$15.5 million of the available national total of \$2.1 billion. If Montana were to receive our program formula share of 0.9758 percent, we would have received \$20.5 million. If you expand this difference to apply to the \$40.1 billion national program, Montana would lose approximately \$112 million per year. Typically, these programs are not in the best interests of rural states. MDT will continue to work to protect and ensure Montana receives its share of the national program.

(MDT Making a Difference *continued from previous page*)
sooner than expected, and utilizing private sector businesses for products and services to make the department more efficient.

MDT's 2010-2011 biennium budget was approximately \$1.3 billion. Of that amount, \$1 billion is directed to the private sector. And, MDT's 2012- 2013 biennium budget proposed to the legislature includes increases in contractor payments, and state funded construction projects. At the same time, the number of MDT employees needed to deliver our highway program over the next two years will not increase, continuing our commitment to do more with the resources we have. Private sector payments will again be higher than during our last biennium budget. MDT's proposed budget is about delivering much needed infrastructure investment without increasing unnecessary overhead. The bottom line: Serving you all with Pride, creating a strong economic climate, and making infrastructure investments that create and sustain higher paying jobs for Montana.

Asset Management & Accomplishments

In a rural state like ours, with a lot of roads, and very few people, resources are scarce and strategic highway investment decisions have to be made. One of the keys to many of MDT's achievements is our comprehensive asset management system called the Performance Programming Process (P3). MDT and the Transportation Commission use this nationally recognized asset management system to guide funding distributions and ensure optimal investment of taxpayer dollars. Asset management is a systematic and ongoing process used to maximize the life of the asset (the road facility) in the most cost-effective way and ties the state's capital improvement program into specific, quantified performance goals for pavement condition, roadway congestion, bridge condition, and safety.

P3 provides a decision-making framework that optimizes the preservation, upgrading, and timely replacement of highway assets through careful management and resource allocation. In other words, using P3 ensures the construction program makes the best use of funds to maintain highway system performance across the state. By using this process, MDT is meeting performance goals of desirable to superior ratings on the average ride index on the Interstate, National Highway and Primary systems. We have also achieved decreases in deficient bridges and traffic fatalities. For the first time since 1997, Montana will have fewer than 200 fatalities on our state's roads. Since 2005, changes in Montanans' driving behavior and infrastructure improvements have saved over 100 lives. That is 100 mothers, fathers, brothers, sisters, good friends, and neighbors that are still with us today because of the commitment we all, you and I, have made in driving safer on our roads-Thank You.

Streamlining

In terms of project delivery, it can take upwards of seven years of planning, research, and engineering for a project to move from idea to construction-ready. Funding availability and budgeting is considered at every step in the process and keeping the public involved throughout development is essential. MDT has taken actions in recent years to streamline project development in order to save both time and money.

One step we've taken is to improve project scoping by conducting pre-National Environmental Policy Act corridor

studies coordinated with local communities, the Federal Highway Administration, and resource agencies. This early coordination helps build consensus and define realistic and fundable needs in a corridor, which ultimately saves time and cost in the environmental and project development process. Other steps we've implemented include decreasing internal review periods during project development, shortening the project advertising and award process, and shortening the consultant design negotiation and contract execution process. Our efforts have decreased getting projects under contract for design from 47 weeks to 11 weeks. Additionally, MDT is practicing passive right-of-way acquisition when possible and using design/build contracts when it makes sense.

Streamlining project development and delivery has helped make it possible for MDT to effectively utilize limited taxpayer dollars to build infrastructure.

And, our efforts aren't limited to project development phases. Once a project is on the ground, contractor incentives for finishing ahead of schedule and disincentives for taking more time than contracted have proven to accelerate construction and minimize inconvenience to the traveling public.

At MDT we are continually pursuing ways to reduce program costs. Some examples of other cost saving measures include down-scoping projects when possible – specifically choosing when it is appropriate to rehab rather than reconstruct; converting traffic signals to energy efficient LED lights; and instituting a Value Analysis (VA) process to identify ways to decrease costs and be more efficient in a project's design, maintenance, and construction. The overall savings since this VA process was initiated in February 2005 is approximately \$69 million.

Projects and Contractor Payments

Diligent asset management and streamlining project delivery and costs have enabled the department to tackle projects that many around the state thought would never be built. Examples of such projects are featured on pages 4 and 5.

Because MDT is getting more projects out the door, MDT's payments to contractors have reached record high levels, topping \$339 million in fiscal year 2010 compared to \$228.5 million in 2005. MDT's payments to contractors have sustained and supported about 45,870 jobs since 2005, and on average, MDT has supported 7,645 jobs per year, and growing. Since 2005, employment supported by MDT's construction program has increased by 471 jobs per year (on average) based on a direct, indirect, and induced multiplier of 27.8 jobs per million, and about \$1.65 billion in MDT contractor payments.

Continued Investment in Roadways

Of course, Montana's highway program relies heavily on federal funding. We are currently operating under continuing resolutions of the expired federal highway bill, SAFETEA LU. This means uncertainty when it comes to what the state's future federal funding picture will look like.

However, what Montana stands for in a new federal highway bill is certain and preserving Montana's share of the national program is essential under the next federal transportation bill. Continued investment at current or increased levels both on the federal and state levels is imperative to building upon and expanding our achievements into future years.

Serving You with Pride—Director Jim Lynch

Highway Safety Efforts Making a Difference

Over the last decade, Montana has continued to rank high in traffic related fatalities per population in comparison to the rest of the nation. However, in recent years MDT has implemented several education programs and enforcement efforts to make our roads safer.

MDT has made it a mission to address highway safety and to reduce fatalities through better road engineering, public education, and by supporting law enforcement efforts to provide more coverage on highways during peak travel times. MDT also supports emergency services with grants to outfit providers with the equipment they need to save lives.

MDT launched a program to increase public awareness on how seat belt use saves lives in the *Room to Live* campaign, a media effort which includes the traveling "Respect the Cage – Buckle Up" display and a rollover simulator where the public can see and feel the impact of a crash when not using a seatbelt.



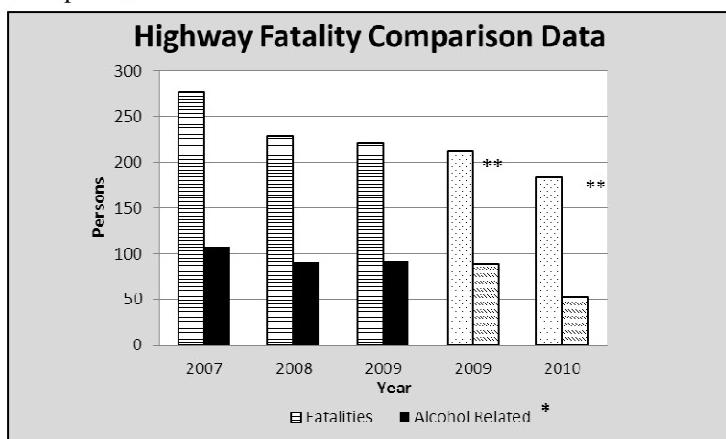
Fair-goers observe the Respect the Cage—Buckle Up display.

These programs and multi-agency efforts through Montana's Comprehensive Highway Safety Plan are working, and traffic fatalities over the past four years have been on the decline. In 2007, total fatalities were at 277. In 2009, that number was 221. This year, the state is experiencing the same downward movement. To date, 183 people have died on Montana roads compared to 214 in 2009 on the same date.

In addition, fatalities involving alcohol are decreasing and it

appears more people are wearing seatbelts. Based on preliminary results, we're also seeing a 41 percent reduction in fatalities involving alcohol in 2010 compared to the same time frame in 2009.

The following graph illustrates a steady decline in total and alcohol related fatalities between the years of 2007 and 2010. A similar trend is seen in fatalities involving alcohol over this same time period.



* The number of fatalities involving alcohol can change as more information becomes available through the result of crash investigation.

**Years 2009 and 2010 are the fatality statistics for the time period of January 1 to December 20. For years 2007 and 2008 the time period of January 1 to December 31.

While these numbers demonstrate improvements, improper seatbelt use remains a significant contributor to Montana's highway fatalities. In Montana, historically 70-80 percent of fatalities were not properly wearing seatbelts. National estimates predict that half could be saved if wearing a restraint. To date, a total of 111 people who were not buckled up have died this year in crashes on Montana roadways. Using these estimates, 55 of the 111 could possibly have survived the crash if they had been using their seatbelt. We are heading into a major holiday travel time and hope folks will remember to **buckle up - it could save your life.**

Source: National Highway Transportation Safety Agency, Montana Traffic Safety Problem Identification FFY 2011 Report (2009 Data).

MDT's New Web Site plan2live.mt.gov

Just in time for the holiday season, MDT is launching its latest effort to deter impaired drivers. MDT believes that part of planning a night out should include a plan to get home safely. For those who choose to drink, that means not driving.

MDT's new website, plan2live.mt.gov provides tools and ideas for alternate ways home. The site allows users to send text reminders to plan a way home when enjoying



a night out. It also includes phone numbers for free ride home programs as well as ideas on friends and family who may be willing to be a designated driver. A blood alcohol content calculator can be downloaded as well, to give people a general idea of how many drinks it takes to become impaired.

The new site will be promoted through television ads, on-premise signs where alcohol is sold, pump toppers at gas stations, and posters distributed by local DUI task forces.

MDT Delivers—Statewide Project Highlights

Many projects in Montana have been in the making for 10 to 20 years or more. These projects have been completed or are currently under construction. Many have remarked, “*these will never be completed.*” Just goes to show—never say never!



Road Segment Secondary 323-Ekalaka/Alzada

Secondary 323 Ekalaka to Alzada

Paving of the Ekalaka to Alzada corridor has been a desire of Carter County for decades. Progress toward accomplishing this priority began in 1999, when the county applied for

and received Congressional federal funding for this corridor.

Over nine years and seven projects later, 46.9 miles of pavement have been reconstructed on Secondary 323 for a total construction cost of \$37.6 million. This road is a vital link in remote eastern Montana and provides the only paved north-south route through Carter County where only a gravel road existed previously. Many people in Montana thought they would never see this road paved.

The most recent project, Ekalaka South (Phase 3), was awarded June 2009 to Foothills Contracting, Inc., for \$11 million to reconstruct 16 miles of pavement. This project completes paving of the Ekalaka-Alzada corridor.

Shiloh Road – Billings

What began as a two-lane country road ten years ago has ended as Billings’ newest north-south arterial, identified as the western gateway to the city of Billings in the *West Billings Plan*. This 4.5 mile, four-lane corridor has eight roundabouts allowing the possibility of driving this urban arterial without ever stopping. The arterial also has irrigated landscaping and a separate bike/pedestrian trail.

Ten years ago when the I-90 Shiloh Interchange opened, the city of Billings, Yellowstone County, Shiloh proponents, and MDT officials—with the help of U.S. Congressmen Senator Baucus and Senator Tester, began working together to make this project happen. The construction cost is \$21 million thus far, excluding the cost of design, engineering, and right-of-way acquisition.



Shiloh Road—Before

Shiloh Road—After



Helena—Cedar Street

Cedar Street and Custer Interchange—Helena

Helena Sand & Gravel began widening Helena’s Cedar Street this past May and finished nearly 20 days ahead of schedule in July 2010.

There are now five lanes from I-15 to

North Montana Avenue, improved storm drains, sidewalks, and more travel lanes on the I-15 overpass bridge. This construction project cost \$2.3 million and paves the way as the initial phase towards construction of the Custer Interchange.

Phase 2, realignment of the Frontage Road to connect with the signal at Washington Street, is underway by Helena Sand & Gravel and includes a roundabout north of Custer Avenue and Washington Street to facilitate future development. This was awarded for \$3.2 million.

Phase 3 is the Custer Interchange and is scheduled for letting late summer of 2011. The canal bridge will be improved with this project ending at York Road.

Kalispell US 93 Alternate Route—South

Formal discussions began 18 years ago to build a US 93 alternate route in Kalispell. The southern half became a reality with three contracts let in 2009 and 2010 for a



Kalispell US 93 Alternate Route-South

two-lane facility connecting US 93 south of Kalispell to US 2. The projects include the restoration of an old mill site for use as the roadway base, stream relocation and revegetation, soil stability measures, three roundabouts, two bridges, a 3,000-foot sound wall, pedestrian walkways and tunnel, and adjustment of city street connections.

The south half of the US 93 alternate route was opened to traffic on November 17. A fourth project was let in August 2010, which will complete the last section of the rails-to-trails network from Somers to Kalispell to Kila. The construction cost for all four projects is approximately \$25 million. MDT is continuing right-of-way acquisition and pursuit of funding for the north connection.



New I-15 eastbound structure (foreground) offers a perspective of the significant elevation difference between the new and existing structures.



Richland County Transit Facility

Richland County Transit Facility

The Richland County Transportation (RCT) facility project in Sidney got underway in late October. The project calls for the construction of two bus shelters at two separate locations. The shelters will house three vehicles at one location and two vehicles at the other location.

The project allows RCT to better maintain its vehicles and protect them from the harsh winter and summer conditions. This allows for a more comfortable passenger experience and lower operation costs.

The grant amount is for \$184,000 and was awarded to B&B Builders in Sidney. The project is expected to be complete this winter/spring.

Butte Area Bridges

Two bridges in the Butte area are replacing 1964 structures that have been deemed functionally obsolete. The existing structures are only 28 feet wide and seismically vulnerable.

One set of railroad tracks beneath the structures has been abandoned allowing the grade to be lowered approximately 15 feet. This resulted in a shorter two-span structure, as opposed to the existing eight span-structures. The new structures are 36 feet wide. Grade changes will improve motorist sight distance, and grade changes and surfacing upgrades will enhance skid resistance.

The new eastbound bridge is now open to traffic with work scheduled to begin April 2011 on the westbound bridge. All work will be complete in August 2012. Sletten Construction received the bid for approximately \$6 million.

Shelby Rail Spur

With help from the Montana Essential Rail Freight Loan Program, the city of Shelby has improved a rail spur in the Shelby Industrial Park.



Shelby Rail Spur

The line was out of service because of several derailments. As a result, rail cars were inefficiently towed to and from the mainline by tractors.

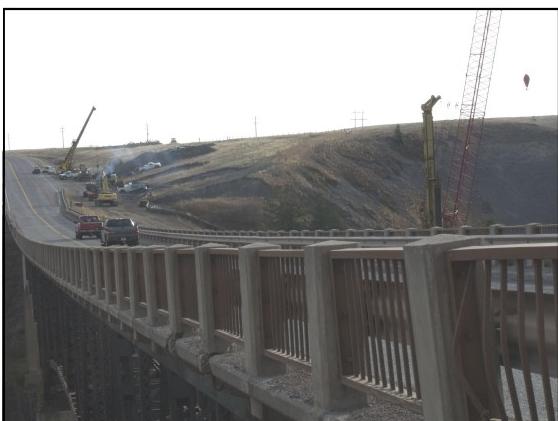
The track's rehabilitation enables train engines to serve the business park. A major client on this spur is a liquid propane gas (LPG) company, which has a trans-loading and storage facility in the park. This facility employs about 25 full-time employees and distributes LPG throughout the northwest. The improved rail spur has greatly increased the company's efficiency and enhanced business activities.

The cost of this project was about \$280,000. The rail spur is improving economic activity in the business park and the city of Shelby.

Two Medicine River Bridge on US 2 near East Glacier

Construction of a new bridge over the Two Medicine River began this fall. This bridge is 1,525 feet long and located on the Blackfeet Indian Reservation. It will be the first segmental concrete box girder structure built in Montana and will provide a 40-foot-wide roadway. This replaces the existing bridge that is a 28-foot-wide steel-deck truss structure built in 1941.

Ralph L. Wadsworth Construction Company was awarded the contract for approximately \$24 million with a scheduled completion date in the fall of 2012. This structure provides a vital link for commerce, tourism, and commuter traffic on Montana's US 2 corridor.



Two Medicine Bridge Under Construction



Two Medicine Bridge Rendering

Safe Traveling and Survival Tips

As winter weather settles over Montana, motorists are encouraged to check the MDT Road Report before they travel. Dial 511 or go online to www.mdt511.com to learn about road conditions for a region or a specific route.

MDT's 511 system covers most of the state maintained highways, relaying timely information on travel advisories, driving conditions, weather forecasts, road construction, road closures, chain requirements, and major delays.

The 511 Web site includes an interactive condition map that includes a layer for camera images with winter travel information updated every 30 minutes or as major changes occur. Travelers can also sign up to receive RSS feeds or follow us on Twitter. MDT has more than 35 web cameras and more than 65 Road Weather Information Systems (RWIS) deployed at various locations statewide to provide travelers a first-hand look at road and weather information.

Be aware that conditions can change



quickly from the time you access the road information to the time you make the trip. Follow these important winter driving tips and have a safe trip:

- Conduct a pre-trip vehicle inspection to ensure the vehicle is operating properly. Fluid levels, wipers, belts, hoses, headlights, brake lights, and tires should all be in good condition.
- Keep the vehicle's windows, mirrors, and lights clear of snow and ice.
- Drive with headlights on.

- Do not use cruise control on wet, icy, or snow-covered roads.
- Drive an appropriate speed for conditions. Driving too fast for conditions is often a primary contributing factor in crashes.
- Be aware of potentially icy areas such as shady spots and bridges.
- When approaching a snowplow from the rear, reduce speed immediately. Snowplows must operate at slower speeds to properly plow and sand. Be patient and don't crowd the plow. The plow operators know the road well and will pull over as soon as there is a spot for vehicles to safely pass. When approaching an oncoming plow, don't crowd the center line.

For more information on winter driving and winter survival tips, go to http://www.mdt.mt.gov/publications/docs/brochures/winter_main/winter_survival.pdf.

Transit Tales

Fall Transit Management Workshops

MDT Transit Section held its annual Fall Transit Management Workshops in Helena and Billings in October. Sixty-two participants from transit agencies throughout Montana received training on marketing, reaching out to audiences through new technologies, drug and alcohol testing, and disadvantaged business enterprises. Two national experts in transit management and marketing provided information on latest and best transit practices.

Speakers presented information on drug and alcohol testing for transit systems. Any transit employee in a safety sensitive position must be drug tested. Information on new regulations for testing employees was also provided. Participants received training on customer service, marketing and promoting local transit systems through current technology. Discussion on Skyping, Web sites, texting, and social media provided participants with new ideas for local promotions.

Several Montana providers were given the opportunity to share information on increasing marketing and ridership. Eagle Transit in Kalispell has been successful with several marketing strategies including advertising wraps on their buses to give them a new look and big-city feel. Representatives from Sidney spoke of their initiative with the schools to increase youth ridership to after school activities and other social programs.

The Billings workshop included additional information on the new federal livability initiative. The Montana Transit Association working with the Federal Transit Association (FTA) brought in a panel of speakers from FTA, Federal Highways Administration, Housing and Urban Development, U.S. Department of Agriculture, and the Environmental Protection Agency. Participants were provided with information on how to access planning funds and work cooperatively on livability initiatives. Examples were given of specific successful projects.

For more information, contact Audrey Allums at 444-4210 or aallums@mt.gov.

Safe Routes to School

The Montana Safe Routes to School (SRTS) application deadline was December 31, 2010. The SRTS program can provide financial support for schools and communities to promote safe walking and biking to school for children in grades K-8.

Two examples of the type of activities supported by Montana's SRTS program are walking school buses, and infrastructure improvements like sidewalks and bike racks. SRTS can reimburse up to 100 percent of the cost of a SRTS project.

To contact the SRTS coordinator, e-mail Taylor Lonsdale at taylor.lonsdale@coe.montana.edu, or call 994-7031.

For more information, go to <http://www.mdt.mt.gov/pubinvolvement/saferoutes/> or contact MDT's bike pedestrian coordinator Mark Keeffe at 444-9273 or mkeeffe@mt.gov.

Lima Port of Entry Then Modern Rest Area Now

by Jon Axline, MDT Historian

The new Lima rest area on Interstate 15 in southwestern Montana will include a relic from MDT's past – a vintage Port of Entry station. The building will function much as it originally did, providing a place for motorists to stop, stretch their legs, and get their first taste of Montana's scenic beauty.

The 1930s was a time of incredible change for the state's highways as the Montana Highway Department spent millions of federal dollars to upgrade roads and bridges. During a span of just over ten years, the state's highways transformed from among the nation's worst to one of the country's best road systems. A benefit of that change was a huge surge in the number of tourists visiting the state. The highway department responded by initiating a national ad campaign, distributing free highway maps and promotional brochures, building roadside picnic areas, and installing roadside historical markers. An important part of the program was the establishment of Ports of Entry stations at nine locations near the state's borders. The stations were on the front line of Montana's tourist industry for three decades.

The stations originated in 1935 as shacks where Traffic Industry Survey checkers operated in conjunction with State Department of Agriculture inspectors. Their initial purpose was simply to count the number of out-of-state vehicles entering the state. It is not known what caused the transformation of the survey into the information posts they became the following year. The stations were open from mid-June until mid-September each summer in conjunction with college summer vacation. Attendants at the stations were all college students who "talk well, look well, know their state and have manners." Two attendants were assigned to each station, while the Missoula station had three attendants. Signs at the state's borders asked out-of-state tourists to stop at the stations. If they did, the attendants provided each car with maps and other promotional materials, answered questions, and slapped a "Guest" sticker on the windshield.

From 1936 to 1951, Port of Entry station attendants wore uniforms similar in appearance to those worn by the highway patrol. In 1952, the outfit was changed to include blue jeans, a western-style shirt, bolo tie, and a straw cowboy hat. The highway commissioners hired attendants after a rigorous selection process. Occasionally even the Governor participated in hiring station attendants. By the late 1950s, the highway commissioners debated the continued need for the port of entry stations (renamed Tourist Courtesy Stations in 1954), especially after the Federal Aid Road Act of 1956 launched the Interstate highway program. An inventory of the 13 stations, conducted by the highway department in 1957, showed that most were rundown and in dire need of upgrades. The impending Interstate program and needed renovations proved enough for the



Lima port of entry station—then



Lima port of entry station—now

highway commission to permanently shut the stations down after the 1957 season. Instead, the commission ordered that the department's Planning Survey Division maintain traffic counts of tourist traffic.

The Lima port of entry station was originally located 15 miles to the south on US Highway 91 at Monida. The rustic building was constructed in 1936 from standardized plans developed by the Montana Highway Department and intended to give the appearance of a log cabin. When built, the station had no electricity or running water (the closest spring was 1½ miles away). To keep drinks cold, the attendants buried a box in the ground, kept it filled with ice or cool water, and tightly sealed it with a lid. The only telephone in the community was at the general store and was only available for use during business hours. The highway department had trouble keeping attendants at the remote station and decided to move the building to Lima in 1948.

Like all port of entry stations, the building contained two rooms: a foyer and living quarters for the two attendants. The living area included two beds, a counter, cupboards, and two closets. The 1957 highway department report provides the best description of the Lima port of entry station:

"Old building but the station has been well kept. Needs toilets – attendants receive frequent requests for restrooms here. Needs running water – it now has a good fountain outside the building, which is popular with visitors. Needs modern stove, one to provide some warmth on cold mornings as well as to be used for cooking. Needs shades on the west windows."

The description of the station indicates it was in much better shape than most of the older stations in Montana by then.

The Lima station was one of the busiest in the state. The pressure must have been too much for one attendant in 1956, because he quit about midway through the summer, leaving one man, D. C. Hodges, to man the station by himself for two months. The highway commissioners commended Hodges for his dedication to the job, doubled his salary during those two months, and gave him a \$150 bonus.

After the station closed in 1957, it functioned as storage at the MDT's Lima maintenance shop for the next 50 years. Amazingly, both the exterior and interior of the building were not changed, except for the addition of a sink in the interior. Intact port of entry stations are rare in Montana and the Lima station is an excellent representative of what was once an important part of the state's tourism industry. It has been moved onto a concrete foundation at the new rest area and it will, perhaps, function as an interpretive site for the local historical society. So come on down to Lima, check out the new rest area, and perhaps somebody calling "Howdy Stranger, Welcome to Montana!" will step out of the old station and, once again, welcome people to the Treasure State.

Transportation Assistance for Communities

Montana's local governments face numerous challenges in improving and maintaining their transportation infrastructure and services. Transportation needs outpace available funding at all levels. MDT administers many funding and planning programs that help local governments address their local transportation needs. Following are some MDT administered programs that support local projects:

Infrastructure

Surface Transportation Program-Urban

Program-Urban - Federal and state matching funds are allocated to Montana's 15 urban areas (areas with a population greater than 5,000) for improvements to the Urban Highway System. Priorities are identified at the local level through established planning processes that include the public. Funds are primarily used for street reconstruction, rehabilitation, and traffic operation improvements. For more information, contact Zia Kazimi at 444-7252.



Surface Transportation Program-Secondary - Federal and state matching funds are allocated based on a statutory formula for improvements on Montana's Secondary Highway System. Capital construction priorities are identified at the local level and coordinated with MDT. Eligible activities include reconstruction, rehabilitation, and pavement preservation improvements. For more information, contact Wayne Noem at 444-6109.

Fuel Tax Allocations - Counties and cities receive a portion of state fuel tax receipts based on statutory formulas for the construction, reconstruction, maintenance, and repair of rural roads and city or town streets and alleys. For more information, contact Ed Eretz at 444-6111 or visit www.mdt.mt.gov/business/fueltax.

Urban Highway Pavement Preservation - Federal funds and state matching funds are provided for cost-effective treatments to Urban Highway System routes. Priorities are identified through MDT district and local government consultation based on pavement management systems maintained at the local level. These improvements preserve the system, delay roadway deterioration, and improve roadway condition without adding capacity. For more information, contact Sheila Ludlow at 444-9193.

Community Transportation Enhancement Program (CTEP)

(CTEP) - Unlike enhancement programs in other states, where the state determines how enhancement funds are used, Montana's unique CTEP approach provides funds by formula to cities, counties, and tribal governments for *locally selected* enhancement projects. Eligible projects include bicycle and pedestrian facilities, landscaping and scenic beautification, mitigation of water pollution due to highway run off,

rehabilitation and operation of historic transportation structures and facilities. For more information, contact Mike Sherley at 444-4221 or visit www.mdt.mt.gov/business/ctep/.

Safe Routes to School (SRTS) - This program provides federal funding for efforts to improve the safety of K-8 students who walk or bicycle to school. Local governments, tribal governments and school districts are eligible recipients of this funding. Seventy percent of SRTS funding must go to infrastructure improvements such as bicycle/pedestrian facilities including crosswalks, side-walks, and new or improved bicycle/pedestrian routes to school. For more information, contact Audrey Allums at 444-4210 or visit www.mdt.mt.gov/pubinvolv/saferoutes/.

Montana Air & Congestion Initiative (MACI) - This unique MDT program provides funds for strategies to proactively address air quality issues related to carbon monoxide and particulate matter. Projects in eligible nonattainment or at-risk areas are prioritized and selected based on air quality benefits. Eligible projects have included the purchase of street sweepers and flush trucks necessary to reduce particulate matter and the funding of intersection improvements and signal synchronization to reduce carbon monoxide emissions. For more information, contact Janet Kenny at 444-7294.

Transit - Federal funding programs administered by MDT support community transit systems with operating, capital, and facility costs. A locally developed coordination plan is required which must include general public services as well as services for the disabled and elderly. Federal Health and Human Services funds may be used to match federal transit funds. For more information, contact Audrey Allums at 444-4210 or visit www.mdt.mt.gov/business/grants_transit.shtml.

Montana Rail Freight Loan Programs - MDT administers two programs that provide loans for railroad branch line improvements including construction, reconstruction, or rehabilitation of rail lines and related facilities. Eligible parties include railroad owners and operators and certain port authorities. For more information, contact Hal Fossum at 444-6116.

City Park Rest Areas - This program provides funding assistance to local governments to maintain or improve existing City Park Rest Area facilities that MDT determines are adequate. Proposals for assistance must directly benefit the traveling public. Improvements or expenditures must be reviewed and approved by MDT to be eligible for local government reimbursement. For more information, contact Sheila Ludlow at 444-9193.



Non-Infrastructure

Planning and Technical Assistance

Multimodal Transportation Plans - MDT provides financial and technical support for transportation planning in Montana communities beyond the three federally designated Metropolitan Planning Organizations. These cooperative planning efforts are usually managed by the local land-use planning offices to ensure consistency with other planning efforts. The plans help identify deficiencies, needs, and funding to ensure an efficient, safe, and modern transportation system. Contact Zia Kazimi at 444-7252 for more information.

Travel Demand Forecasting - MDT develops and maintains state-of-the-art computer models in Montana's larger communities to forecast future travel demand and analyze alternative transportation improvements to accommodate existing and future demand. MDT works with cities, counties, and other local government agencies in the development of these models, which help inform decisions about future transportation network needs. For more information, contact Zia Kazimi at 444-7252.

Safety Planning - This MDT program provides technical and financial assistance to local governments for the development of Community Transportation Safety Plans. Through a coordinated process, safety stakeholders and agencies identify the specific transportation safety issues in a community, develop strategies to address those issues, and determine the responsible agency/person to monitor implementation of each strategy. Communities must demonstrate a commitment to implement and monitor progress. For more information, contact Pam Langve-Davis at 444-7646.

Systems Impact Analysis Process (SIAP) - MDT's SIAP ensures a coordinated review of major developments initiated outside of MDT that may significantly and permanently impact the state transportation system. MDT coordinates development reviews with Montana's local governments to ensure their concerns are addressed and provides technical assistance to local governments interested in developing local processes similar to SIAP. For more information, contact Mike Tierney at 444-9416.

Corridor Planning Studies - MDT provides financial and technical support toward the development of corridor planning studies that may be requested by local governments. The goal of these studies is to better scope projects before moving into the project development process to achieve the lowest level environmental document possible while minimizing project delivery costs and time and providing early opportunities for public and resource agency participation. For more information, contact Zia Kazimi at 444-7252.

Information & Education

Research Programs - MDT conducts research to discover, develop, or extend knowledge needed to operate, maintain and improve Montana's multi-

modal transportation system. Interested parties can propose research topics by April 30 each year through MDT's annual solicitation process. Guidelines are available at www.mdt.mt.gov/research/unique/solicit.shtml. For more information, contact Sue Sillick in MDT's Research Section at 444-7693.

State Highway Traffic Safety Programs - These programs provide funds to local coalitions, law enforcement, and DUI Task Forces to promote the use of occupant restraints and prevent impaired driving. For more information, contact Priscilla Sinclair at 444-7417.

Bicyclist and Pedestrian Information Clearinghouse - MDT's bicycle/pedestrian coordinator reviews planned construction projects for bicycle/pedestrian safety and access issues, and acts as a liaison between MDT and bicycle/pedestrian interest groups. For more information, contact Mark Keeffe at 444-9273.

Training Courses - MDT periodically sponsors training courses taught by national experts. Since 1997, for example, MDT has sponsored eight courses in bicyclist and pedestrian accommodation design which were attended by over 2225 state and local engineers and planners.

EMS Grant Program - The purpose of this program is to provide competitive grants to volunteer emergency medical service providers for acquiring or leasing ambulances or emergency response vehicles, training, communication equipment, and for medical care equipment. For more information, contact Ian Payton at 444-9238.

Data Collection and Management

MDT collects and maintains information about Montana's transportation system. This information is available to government entities and the public and includes:

- A comprehensive location inventory of all roads open to public travel in Montana, including basic physical characteristics such as length, width, and surface type.
- Traffic volume and classification data on roads owned and/or operated by MDT (with some additional data on local roads).
- Mapping and GIS services and products, including the official Montana State Highway map

For more information, contact Bill Cloud at 444-6114.

Additional Support

Programs that benefit local governments are the result of cooperative state and local efforts to distribute limited funding as fairly as possible. MDT is committed to continued support of local transportation projects and planning to ensure a safe and reliable transportation system for Montana communities. For more information, visit MDT's Rail, Transit and Planning Division website at www.mdt.mt.gov/mdt/organization/railtran.shtml.

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.



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Montana Department of Transportation

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MDT Wants Your Comments

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit http://www.mdt.mt.gov/pubinvolv/docs/trans_comm/proposed_proj.pdf, or give us a call at 1-800-714-7296. You can mail your comments on proposed projects to MDT at the following address or e-mail them to mdtnewprojects@mt.gov.

MDT Project Analysis
PO Box 201001
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